

## PRECIPITATION.

The general distribution of the rain and melted snow is shown by the isohyetal lines on the accompanying chart, in drawing which about two hundred of the volunteer observers' reports have been combined with those of the Signal Service Stations. The rainfall in the Gulf and Atlantic States has been, in general, one of the largest on record; that at Vicksburg, where sixteen inches fell in four days, has been quite without precedent.

As with the rainfall in the South, so with the snowfall in the eastern section of the country, and equally so in the far West.

The snow fall	in Maine	has varied from	15 to 41 inches.
"	"	in New Hampshire	" 30 to 43 "
"	"	in Vermont	" 33 to 56 "
"	"	in Massachusetts	" 11 to 28 " ?
"	"	in Connecticut	" 12 to 22 "
"	"	in New York	" 10 to 50 "
"	"	in Pennsylvania	" 4? to 38 "
"	"	in Ohio	" 2 to 16 "
"	"	in Indiana	" 2 to 4 "
"	"	in Illinois	" 5 to 11 "

In Colorado 20 inches, and in New Mexico 15, fell in a single storm on the 20th. The total fall in Colorado appears to have varied between 18 and 33 according to the locality of the stations, being entirely without precedent since the settlement of the State in 1857, and producing great destruction among the herds of cattle and sheep, &c.

At the close of the month several inches of snow remained on the ground throughout northern New York and New England, and great drifts in the ravines in Colorado.

## WINDS.

The prevailing winds are shown by the arrows on Map No. 2. North and east winds have been unusually frequent throughout the Northeast and Northwest.

Of special instances of severe winds probably those observed at Long Branch on the 25th and 26th were the most unusual. Hourly velocities of 64 and 72 miles were recorded on those dates.

## CAUTIONARY SIGNALS.

Reports have been received from 37 stations concerning the justification of Cautionary Storm Signals displayed at those ports. No exact information is at hand with reference to the despatches sent to the Canadian Government. With respect to the Signal Service stations, out of 153 signals displayed at 37 ports, 114 or 75 per cent. have been justified, 33 or 21 per cent not justified, and 6 or 4 per cent. late, while 44 cases are reported in which signals were needed but not displayed.

## RIVER FLOODS.

The most notable feature has been the disastrous floods in the Lower Mississippi. The usual spring flood had, during the latter part of March, occasioned considerable damage to the levees near New Orleans, which were being repaired as usual, when the extraordinary rains of April began to make themselves felt throughout Louisiana. The most severe crevasses have been those known as Hickey's, Hushpuckana, the Grand Levee or Morganza, McCullum's, Waterproof, Bonnet Carré, Belle Chasse and Greenwood.

The first and third remained open at the end of the month and must continue so until the waters have subsided enough to allow filling them up; that at McCullum's was closed on the 28th. Through these crevasses and general overflow of the banks of the Mississippi the whole valley of the river has been devastated to such an extent that it is estimated that the loss will be equivalent to one-sixth of the annual produce of the region in question. The highest and lowest water recorded at the Signal Service stations are given in the accompanying table.

### HEIGHT OF RIVERS ABOVE LOW WATER MARK.

STATIONS.	HIGHEST.		LOWEST.		STATIONS.	HIGHEST.		LOWEST.	
	DATE. APRIL.	HEIGHT. Feet. Inch.	DATE. APRIL.	HEIGHT. Feet. Inch.		DATE. APRIL.	HEIGHT. Feet. Inch.	DATE. APRIL.	HEIGHT. Feet. Inch.
<b>MISSOURI.</b>					<b>RED RIVER.</b>				
Fort Sully.....	18	3 6	22	1 7	Shreveport.....	30	30 3	15	25 5
Yankton.....	20	11 4	1	5 10	<b>CUMBERLAND.</b>				
Omaha.....	22	7 5	15	3 4	Nashville.....	16	49 2	1	12 2
Plattsmouth.....	22	1 4	18	1 11 1/2	<b>OHIO.</b>				
St. Joseph.....	24	6 3	18	2 1	Pittsburgh.....	29	17 1	1	5 11
Leavenworth.....	25	3 11	18	0 4	Marietta.....	30	25 7	3	7 5
Kansas City.....	25	9 3	19	5 10	Cincinnati.....	30	45 0	8	18 8
Lexington.....	25	7 0	18	3 8	Louisville.....	30	19 2	2	8 6
Brunswick.....	26	6 1	16	1 4	Evansville.....	16	37 2	10	12 8
Booneville.....	27	8 9	15	5 7	Paducah.....	26	46 10	7	27 3
Jefferson City.....	22	9 9	4	3 8	<b>ALLEGHENY.</b>				
Hermann.....	23	10 8	16	5 8	Freeport.....	21	8 2	3	1 8 1/2
<b>MISSISSIPPI.</b>					<b>YOUGHIOGHENY.</b>				
St. Paul.....	27	9 0	12	6 2	Confluence.....	29	7 10	2	1 10
La Crosse.....	30	7 6	5	3 3	<b>MONONGAHELA.</b>				
Le Claire.....	30	5 9	2	3 5	Morgantown.....	26	16 2	1	2 11
Dubuque.....	30	10 3	1	6 4	New Geneva.....	26	17 8	1	0 3
Davenport.....	30	7 0	18	4 5	Brownsville.....	11	23 0	7	2 0
Keokuk.....	1	7 8	19	5 5					
Warsaw.....	30	6 8	19	5 8					
St. Louis.....	24	18 11	18	13 1					
Cairo.....	27	47 4	7	33 4					
Memphis.....	30	34 10	6	43 0					
Helena.....	30	43 2	14	40 9					
Vicksburg.....	30	45 8	6	43 0					
New Orleans.....	15	0 7*	30	1 8†					

\* Above high water mark.

† Below high water mark.

‡ Below bench mark.

### ICE IN RIVERS, LAKES, &c.

The ice is reported to have cleared away on the following dates, so as not to impede navigation at the places named:

On the 3rd, at Gardiner, Me., the Kennebec river having been closed 134 days at Augusta; on the 10th, at St. Paul, Minn.; on the 14th, at Breckenridge, Minn.; on the 16th, at Bangor, Me.; on the 18th, at Buffalo, N. Y.; on the 23d, at Pembina; on the 30th, at Escanaba; and on the 29th, at Rochester, the Erie canal was opened.